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CLASSIFICATION SECRET		
CC: RY	East Germany	REPORT
TOP:	Brandis Airfield	
		619055
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		
DATE OBTAINED	DATE PREPARED	31 March 1954
REFERENCES		
PAGES	2	ENCLOSURES (NO. & TYPE)
REMARKS		
This is UNEVALUATED Information		

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1. The following air activity was observed at Brandis airfield between 20 February and 10 March 1954:

20 February. Between 9:15 a.m. and 4 p.m., IL-10s made local flights and dives. During the air activity, 1 radio truck, 1 fire truck and 2 tank trucks were parked at the eastern end of the runway.

21 February. No air activity was observed at the field. The weather was cloudless and visibility good.

22 February. Between 2 p.m. and 2:30 p.m., a ground attack aircraft was observed aloft. There were no clouds.

23 February. No air activity was conducted. There was cloudless weather and good visibility.

24 February. Between 9 a.m. and 4 p.m., flying was practiced in flight formation. There was favorable weather.

26 February. Between 10 a.m. and 2 p.m., flying in flight formation was again practiced. The sky was 9/10 overcast. At 10:30 a.m., a twin-engine aircraft crossed over the field. At 11:45 a.m., aircraft, apparently jets, flew over the field

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27 February to 1 March. No air activity was observed. The degree of cloudiness changed from 6/10 to 10/10.

2 March. Throughout the day, practice flights were repeatedly made by swept-back jet aircraft at high altitudes. Between 4 p.m. and 5 p.m., there was local flying by a Fo-2.

3 March. Around 10 a.m., 30 IL-10s were counted at the take-off point. The aircraft took off at intervals of a few seconds, assembled in formations of threes and later in squadron formations. The procedure of formation flying

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indicated that a high status of training had been reached. The weather was cloudless and visibility good. After 9:30 a.m., there was also air activity by swept-back jet aircraft which crossed over the field approaching from various directions.

4 March. Between 10 a.m. and 2 p.m., there was formation flying in flights of threes. The sky was 8/10 overcast. Between 3 p.m. and 3:20 p.m., a Po-2 was observed aloft. At 4:45 p.m., a Li-2 landed at the field.

5 March. There was no air activity throughout the day. Several twin-engine aircraft crossed over the field after 7:30 p.m.

6 and 7 March. No air activity was conducted.

8 March. Between 9:30 a.m. and 4 p.m., there was air activity including local and formation flights in elements of threes. The weather was cloudless. Around 10 a.m., several swept-back jet aircraft crossed over the field at low level.

9 March. No air activity was observed. There were no clouds.

10 March. Between 3 p.m. and 3:20 p.m., an Il-10 was observed aloft. No other air activity was observed. 1

2. Five sheds, surrounded by a barbed wire fence and located on the landing field south of the runway, were used as an ammunition dump. A van-like truck parked there was used as a shelter by sentries. 2

1. Comment. At the beginning of March 1954, the ground attack regiment in Brandis participated in exercises held by elements of the Third Gds Mech Army and of the IV Arty Corps in the Jueterbog-Frand-Halbe area. The appearance of twin-engine aircraft, probably used as target tow aircraft, and the intensive air activity by MiG-15s are possibly connected with this exercise. 25X1

2. Comment. During December 1953, crates, each 3 to 4 meters long, 2 meters high and 1.5 to 1.8 meters wide, with undetermined contents were stored in the sheds mentioned. At that time the assumption was voiced that possibly aircraft engines were in the crates. This was based on the reported size of the crates; however, it was not meant to be implied that the crates possibly contained jet engines. The present report indicates that ammunition apparently had arrived in those crates. 25X1 25X1

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